

2019 AVIATION LEGISLATION

HR 5106 REST Act Access restrictions <i>Restore Everyone's Sleep Tonight</i>	REST Act <i>Allows airports, voluntarily, to impose a curfew, under specified circumstances, at any time between 10 pm and 7 am, and permits penalties for curfew violations, with exceptions for emergencies, public safety, and other circumstances.</i>
HR 5107 SNORE Act Residential Noise Mitigation <i>Serious Noise Reduction Efforts Act</i>	SNORE Act <i>Establishes a program at San Francisco International Airport (SFO) to noise insulate 200+ homes per year in specific areas or provide financial support to the cities impacted by noise, as defined. Failure to do so would result in penalties</i>
HR 5110 APPRISE Act Aviation roundtable technical representative to participate in FAA flight design process <i>All Participating in Process Reaching Informed Solutions for Everyone</i>	APPRISE Act <i>Ensures that community knowledge and input is represented in the FAA flight procedure design process. An aviation roundtable technical representative will be allowed to fully participate in the FAA procedure design process for procedures affecting their communities. Roundtable technical representatives will participate on the same terms and conditions as representatives from airports, airlines, and procedure proponents.</i>
HR 5108 SHHH Act Continuation of the processing of NIITE & HUSSH Nighttime noise abatement flight departure procedures. <i>Southbound HUSSH & NIITE Help Households</i>	SHHH Act <i>Supports formally initiating and continuing the standard processing of the proposed San Francisco International Airport (SFO) NIITE Departure Southbound Transition and the Oakland International Airport (OAK) HUSSH Departure Southbound Transition. The FAA would provide staffing and support to the SFO Roundtable, would not prohibit the SFO Roundtable from formally initiating the procedures, would permit Roundtable technical representatives to participate on the FAA Procedure Based Noise (PBN) Committees, and would require the FAA to follow the standard PBN process without gratuitously adding requirements or withholding permissions.</i>

HR 5109 F-AIR Act Directs the FAA to develop expanded plans and policy for use of airspace. <u>Fairness in Airspace</u> <u>Includes Residents</u>	F-AIR Act <i>Amends the FAA's prioritization of U.S. airspace use. Safety in managing U.S. airspace would remain the first priority. Secondary priorities would put noise and health impacts to residents and other environmental concerns on an equal basis with efficiency. It would also require the FAA to update their Mission Statement to align with the revised airspace priorities.</i>
HR 5105 RESPECT Act Requires FAA staff to answer questions and attend meetings upon request of a member of Congress. <u>Responsive Employees</u> <u>Support Productive</u> <u>Educated Congressional</u> <u>Talk</u>	RESPECT Act <i>Requires FAA staff to answer questions submitted in writing by Members of Congress relating to flight procedures or other data affecting their district within 90 days. It would also require FAA staff to appear at a meeting or town hall with a Member of Congress with 30 days' notice and under the same terms and conditions as specified by the FAA for appearances at Aviation Roundtables.</i>
HR 5111 NOTIFIED Act Requires FAA to notify public officials of proposed new or modified flight procedures. <u>Notify Officials To Inform</u> <u>Fully & Impel Educated</u> <u>Decisions</u>	NOTIFIED Act <i>If a new or modified flight path is proposed through the FAA Procedure Based Navigation (PBN) process, the FAA would be required to notify City Councils, Boards of Supervisors, Members of Congress, and Aviation Roundtables within 5 miles of the flight path in question. Notification shall include the flight procedure name, approximate path, approximate altitudes, and other pertinent information.</i>
HR 5112 LEAVE Act A state cause of action for ground-based noise or nuisance is not precluded by federal law. <u>Low-frequency Energetic</u> <u>Acoustics and Vibrations</u> <u>Exasperate.</u>	LEAVE Act <i>As an airplane leaves from an airport, its takeoff generates significant amounts of ground-based low-frequency noise and vibration impacting residents in the vicinity. While measurement, standards, and mitigation of airborne flight noise is well defined, low-frequency noise and vibration caused by an airplane on the runway at high thrust levels accelerating for take-off is not yet established. The bill would lead to the establishment of standards and remedies related to ground-based noise (GBN).</i> <i>If enacted, the bill would permit a state cause of action for GBN if a state has undertaken a study of GBN at an airport, determined the amount of GBN, and identified a level of substantial negative impact and any diminution in real property values caused by such GBN. Before a cause of action would be permissible:</i> <i>the state must complete a study of ground-based noise at the airport in question</i> <i>the state must set a limit for ground-based noise emanating from the airport</i> <i>the airport would have to be shown to have exceeded that limit</i>